

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th Apr 1942 When banded in at Local Office 25th near 4th Port of Galveston Texas

No. in Reg. Book. Survey held at Galveston Texas Date, First Survey 25th Feb Last Survey 13th March 1942
(No. of Visits 10)

29107 on the Wood, Iron or Steel Marragansett

TONNAGE:— Built at Kiel By whom Hrd. Krupp, Germania Wp. A.G. When 1936 YEAR. MONTH. 4

GROSS 10389 Owners British Mexican Petroleum Co. Ltd Owners' Address
UNDER DK. 9592 Managers R.A. Carder (if not already recorded in Appendix to Register Book).
NET 5940 Port belonging to London

Surveyed Afloat ✓ in Dry Dock? Name of Dock Tall Gal. D.Ds Inc Destined Voyage

Cell/Dor/Dba _____ feet; uE&B _____ feet; f _____ feet } Particulars of Classification (which must be inserted
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 14835. Port BRS.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined ✓

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1007.1 + 3191</u>	<u>L.M.C. 436 1-41</u>
<u>S.S.N/K 201-41</u>	<u>D.B.S. 1-41</u>
	<u>C.L. 1-39</u>
<u>Carrying petroleum in bulk</u>	
Society's Freeboard (if assigned) as painted on Ship and now verified <u>7 ft. 4 1/4 ins.</u>	

Was a damage report made by anyone else? if so, by whom? ✓

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Repairs

Done— The vessel placed on dry dock the bottom keel & rudder cleaned examined & placed in good order & coated

Repairs— The rudder inspection plate was missing & lower bearing cap of rudder to post broken in halves & a top the one half of bearing shell was missing. The rudder removed to shop, both top & bottom bearings reconditioned & one new shell & one bearing cap renewed all rewooded and bored true to line & replaced with new keeper keys & all new bolts, securely fastened by one flat both both heads & nuts being welded to the material at fastenings & the keys after fitting some were welded at top ends to material. A complete inspection plate now fitted & secured & added fastenings strips of 3" broad by 7/8" thick

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Folt.)
Deck	<u>Good</u>	<u>Good</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Plating	<u>Good</u>	<u>Good</u>	Boats <u>Good</u>
Frames	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>✓</u>
Fastenings	<u>Good</u>	<u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>✓</u>
Windlass	<u>Good</u>	<u>Good</u>	Equipment letter <u>✓</u>
Have pumps been examined and found efficient?	<u>✓</u>	<u>✓</u>	Anchors, No. <u>3B, 1S (4)</u>
Have Sluice Valves been examined and found efficient?	<u>✓</u>	<u>✓</u>	Cables (State if now ranged) <u>yes</u>
Have Watertight Doors been examined and found efficient?	<u>✓</u>	<u>✓</u>	" length <u>30ft</u> mean diam. <u>3 1/2</u>
Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	<u>✓</u>	" Rule length <u>300 ft</u> size <u>3 1/2</u>
Bottom Plating	<u>✓</u>	<u>✓</u>	Chain Locker <u>Good</u>
Tanks been examined internally?	<u>NO</u>	<u>✓</u>	Hawsers & Warps <u>✓</u>
Tanks been tested?	<u>✓</u>	<u>✓</u>	Standing and Running Rigging <u>✓</u>
	<u>✓</u>	<u>✓</u>	Sails <u>✓</u>

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in a good & safe condition eligible in my opinion to remain as now classed subject to the upper scarf of being specially examined (EW & reinforced, 1.39 + 3.42) next docking

Damage or Repair Fee (if any) £ 80.00
Expenses (if chargeable) £ 1.00
Sale Fee (if any) £ 10.00

Fees applied for, 25/19 42 WR
Received by me, ✓

Levi Rennie
M Dickson
Surveyor to Lloyd's Register of Shipping.

Character Assigned 100A1 carrying Petroleum in bulk
D.B.S. 3, 42 T.C. 3, 42 Subject H + 10
NEW YORK APR 1 1942
Lloyd's Register Foundation

W1150-00492
Is Certificate required? If so, to be sent to

(Cont)

M. V. Narragansett

placed horizontally across this inspection plate landing on the rudder plate about four inches on each side & welded to rudder plate & inspection plate, fine in all,

The welding at top of top scarf of rudder post to stern frame was specially examined & found breaking through weld which was removed & testing holes drilled into stern frame on Port & starboard sides & the frame scarf proved sound. The stiffening side plate over scarf on Starb side was removed, scarf examined found sound, & stiffening piece renewed thicker & wider and all rewelded,

A small grooved & wasted spot at end of bilge shell bar after end on Port side in way of No 7 cargo tank was ^{locally doubled internally} & welded after cutting away about 8" of end of shell bar. & tested tight. The stern frame keel weld examined & found sound & good.

The windlass wildcats were removed & bearing bushes reconditioned both brake bands rewooded, the piston rods cleaned up in lathe & replaced with new piston rings, Coupled in good order & tested out

The entire bottom flooded internally to a depth of 4 feet & the slightly leaking joints made tight by caulking & welding anchors & cables ranged examined & replaced

All cargo hatch lids ullage openings overhauled 3 new plugs fitted new wedges & handles fitted to Starb alleyway water tight door & rejointed same One section of portable guard rail starb side of after well deck renewed & other minor repairs

M.D.

S.R.L.:- The electric welding repair at top and keel of rudder post now specially examined found to continue sound & efficient and in my opinion may now be regarded as permanent and the special condition regarding further examination deleted.

Upper Scarf of Stern frame (E.W & reinforced 1,39). Has now been further repaired and reinforced as above and placed in a sound & efficient condition, but noted for further examination

WR.

W1150-0049 2/2



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